

AFRL-WS-WP-TM-1999-9013

**CALIBRATION CONSTANT OF THE WRIGHT FIELD
FIVE-FOOT WIND TUNNEL**

Air Service Information Circular, Volume VII, No. 643

D.M. BORDEN

**Air Service
Engineering Division
McCook Field
Dayton OH 45433**

March 1, 1930

**Reproduced From
Best Available Copy**

Approved for public release; Distribution unlimited.

**AIR FORCE RESEARCH LABORATORY
AIR FORCE MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE OH 45433**



20000410 060

REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.				
1. AGENCY USE ONLY (Leave blank)		2. REPORT DATE March 1, 1930		3. REPORT TYPE AND DATES COVERED FINAL February 1928 -February, 1929
4. TITLE AND SUBTITLE CALIBRATION CONSTANT OF THE WRIGHT FIELD FIVE-FOOT WIND TUNNEL Air Service Information Circular, Volume VII, No. 643			5. FUNDING NUMBERS	
6. AUTHOR(S) D. M. BORDEN				
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) AIR SERVICE ENGINEERING DIVISION McCOOK FIELD DAYTON, OH 45433			8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES) AIR SERVICE ENGINEERING DIVISION McCOOK FIELD DAYTON, OH 45433			10. SPONSORING/MONITORING AGENCY REPORT NUMBER AFRL-WS-WP-TM-1999-9013	
11. SUPPLEMENTARY NOTES				
12a. DISTRIBUTION AVAILABILITY STATEMENT Approved for public release; distribution is unlimited.			12b. DISTRIBUTION CODE	
13. ABSTRACT (Maximum 200 words) Details the work necessary to dismantle, move and recalibrate the 5-foot wind tunnel at McCook field.				
14. SUBJECT TERMS wind tunnel calibration			15. NUMBER OF PAGES 19	
			16. PRICE CODE	
17. SECURITY CLASSIFICATION OF REPORT UNCLASSIFIED	18. SECURITY CLASSIFICATION OF THIS PAGE UNCLASSIFIED	19. SECURITY CLASSIFICATION OF ABSTRACT UNCLASSIFIED	20. LIMITATION OF ABSTRACT SAR	

AIR CORPS INFORMATION CIRCULAR

PUBLISHED BY THE CHIEF OF THE AIR CORPS, WASHINGTON, D. C.

Vol. VII

March 1, 1930

No. 643

CALIBRATION CONSTANT OF WRIGHT FIELD FIVE-FOOT WIND TUNNEL



(AIRPLANE BRANCH REPORT)



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1930

CALIBRATION CONSTANT OF WRIGHT FIELD FIVE-FOOT WIND TUNNEL

Prepared by D. M. Borden, Matériel Division, Wright Field, Dayton, Ohio, March 19, 1929

OBJECT

The 5-foot wind tunnel at McCook Field was dismantled during February, 1928, and moved to the new Wright Field. The new set-up was completed in February, 1929. The differences between the set-up at Wright Field and the set-up at McCook Field are shown by Figures 2 to 14, inclusive, in this report. Figures 2 to 6, inclusive, show the tunnel at McCook Field, while Figures 7 to 13, inclusive, and Figure 14 show the tunnel at Wright Field. It will be noted that the main difference is the addition of a larger experimental cabin at Wright Field. This cabin is 17 feet wide as compared to 10.5 feet at McCook Field. The building at McCook Field was 14 by 66 by 160 feet with the tunnel 9.75 feet above the floor, while at Wright Field the building is 20 by 66 by 200 feet with the tunnel 9.75 feet above the floor.

Due to the fact that the tunnel had been completely dismantled and moved to a larger building and the large experimental cabin added, it was thought necessary to check the old calibration made at McCook Field.

METHOD OF TEST

The building around the tunnel was first traversed with a vane anemometer at two wind tunnel speeds approximately 40 and 190 miles per hour and the flow adjusted by means of a door back of the tunnel (see fig. 14) until an equal amount of air was returning on each side of the tunnel.

The traverses of the tunnel proper were then made with a $\frac{1}{4}$ -inch pitot-static tube, readings being taken at 1-inch intervals. Four traverses at two speeds, 1.1 inch alcohol and 9-inch alcohol, were made along the horizontal and vertical diameters of the tunnel in two planes, $13\frac{1}{2}$ inches ahead of the plane of the N. P. L. balance and 95 inches ahead of the plane of the N. P. L. balance. During these traverses, the static pressure on the 8-unit static plates were held constant at the indicated pressures of 1.1 and 9.0 inches of alcohol. These static plates are 126 inches ahead of the plane N. P. L. balance and just at the beginning of the straight section of the tunnel. The difference in pressure recorded by the pitot side of the pitot-static tube and the atmospheric pressure was read on an inclined Krell manometer of 1 : 40 slope for the lower speed and of 1 : 20 for the higher speed. The static side of the pitot-static tube was connected differentially (to allow a greater slope to be used) with the 8-unit static plates to an inclined Krell manometer of 1 : 20 slope. From these readings it was possible to determine the actual velocity head and the relation of this head to the 8-unit static plate reading which is used in the actual test work.

The pressures obtained were plotted (figs. 15 to 22, inclusive), and the average pressure heads within a 46-inch circle obtained by planimetering the curves.

RESULTS

The four traverses made in the plane $13\frac{1}{2}$ inches ahead of the plane of the N. P. L. balance showed the velocity head to be 0.997 times the suction recorded by the 8-unit static plates. The traverses made 95 inches ahead of the plane of the N. P. L. balance showed the velocity head to be 0.975 times the suction recorded at the 8-unit static plates. The results obtained $13\frac{1}{2}$ inches ahead of the plane of the N. P. L. balance will be used for the actual test work since the models are always placed in this region of the tunnel.

The following table shows a comparison of the conditions obtained in the tunnel at Wright Field as compared to the tunnel at McCook Field:

	Wright Field		McCook Field
	$13\frac{1}{2}$ inches ahead of N. P. L. balance plane	95 inches ahead of N. P. L. balance plane	12 inches ahead of N. P. L. balance plane
Velocity fluctuation in time.....	Per cent 0.4	Per cent 0.5	Per cent 0.4
Variation of velocity from the mean....	1.5	2.0	.7

A summary of the results of the various traverses is given in the following table. These values are for a 46-inch circle.

SUMMARY OF RESULTS

Wahlen gage setting	Excess of pitot S. H. over Wahlen gage	Static head	Dyn-amic head	Velocity head	Calibra-tion factor	Traverse position
1.104... 9.025...	0.0331 .2270	1.1335 9.2520	0.0381 .3085	1.0954 8.9435	0.995 .991	Horizontal: $13\frac{1}{2}$ inches ahead of plane of N. P. L. balance. Vertical: $13\frac{1}{2}$ inches ahead of plane of N. P. L. balance.
1.100... 8.9810..	.0379 .2525	1.1379 9.2335	.0331 .2557	1.1048 8.9778	1.004 .999	
1.100... 9.000...	.0092 .0555	1.1092 9.0555	.0380 .3030	1.0712 8.7525	.973 .973	Horizontal: 95 inches ahead of plane of N. P. L. balance. Vertical: 95 inches ahead of plane of N. P. L. balance.
1.097... 9.000...	.0076 .0423	1.1046 9.0423	.0308 .2910	1.0738 8.7513	.979 .973	

Average calibration factor $13\frac{1}{2}$ inches ahead of N. P. L. balance = 0.997.

DISCUSSION

It is shown in the preceding table that the head as read on the Wahlen gage connected to the 8-unit static plates is 0.997 of the average velocity head in the 46-inch diameter circle. Since it is desirable to have all coefficients obtained from wind-tunnel data based on standard conditions, which may or may not be the existing conditions, the head used for a given standard velocity will be the head corresponding to that velocity under standard conditions. For standard conditions:

$$V = 45.13 \sqrt{h}$$

where

V = velocity, m. p. h.

h = velocity head in inches of water

Since this calibration showed the head indicated on the 8-unit static plates to be $0.997 \times$ velocity head

$$\begin{aligned} V &= 45.13 \sqrt{H \times 0.997} \\ &= 45.10 \sqrt{H} \end{aligned}$$

where

H = head indicated at 8-unit static plates in inches water.

The velocity fluctuation in time is seen to be the same at Wright Field as at McCook Field, but the variation in velocity from the mean is 1.5 per cent as compared to 0.7 per cent at McCook Field. This variation is caused by an energy loss in the center of the tunnel and is greater at Wright Field than at McCook Field due to the addition of two rings and two brass shells, which support the honeycomb core of the straightener. The sketch, Figure 1, shows the condition at Wright Field as compared to the condition at McCook Field. The method of supporting the core at McCook Field was unsatisfactory because the core could not be removed and replaced in exactly the same position each time, which changed the flow alignment. By redesigning the core the variation in velocity from the mean could no doubt be reduced from 1.5 per cent to approximately 0.5 per cent.

It is believed that the variation in velocity is insufficient to prevent reliable results from being obtained in the tunnel, and that a redesign of the core is unjustified.

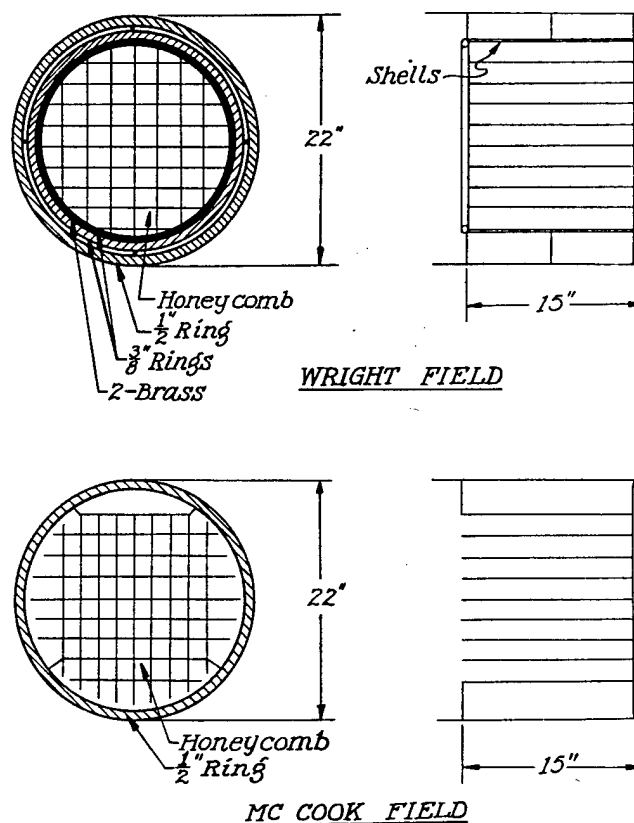


FIGURE 1.--Core for wind tunnel air straightener

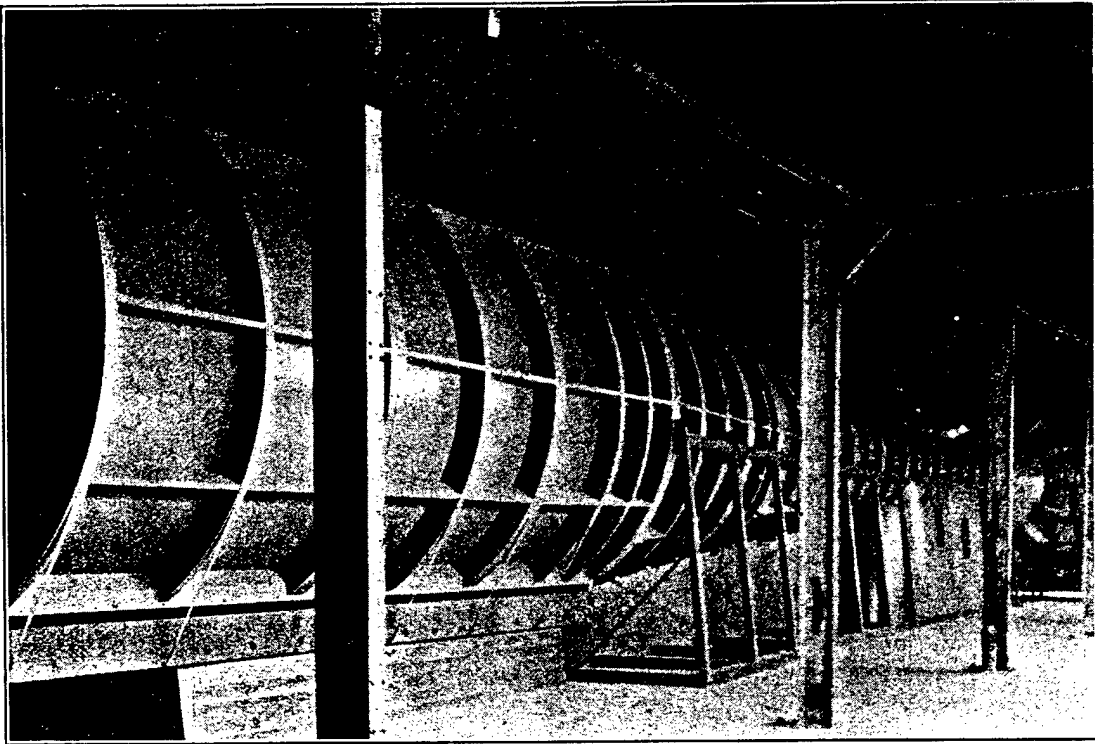


FIGURE 2

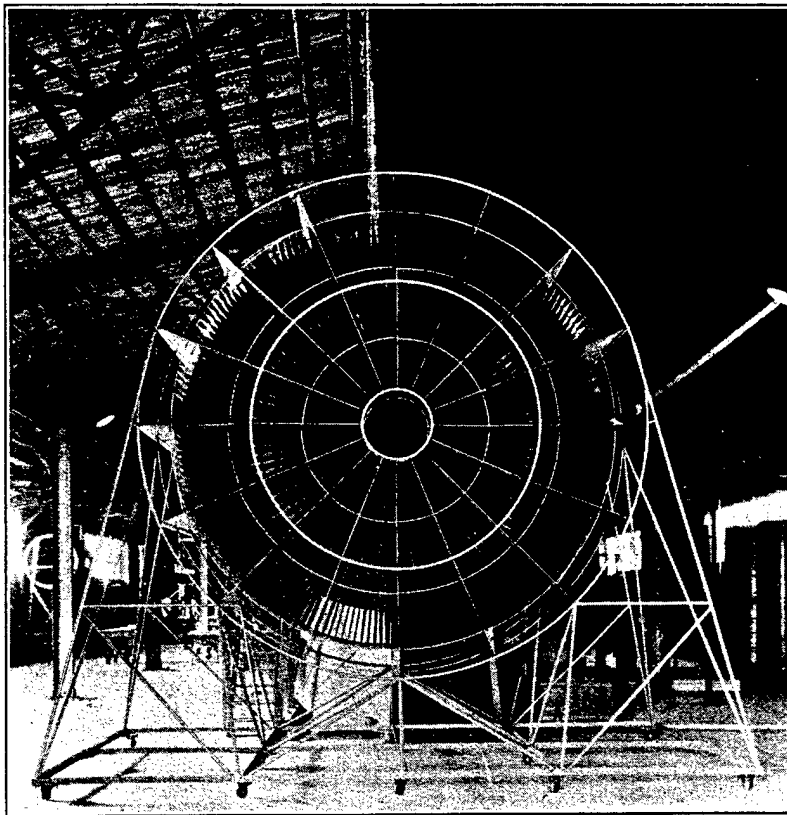


FIGURE 3

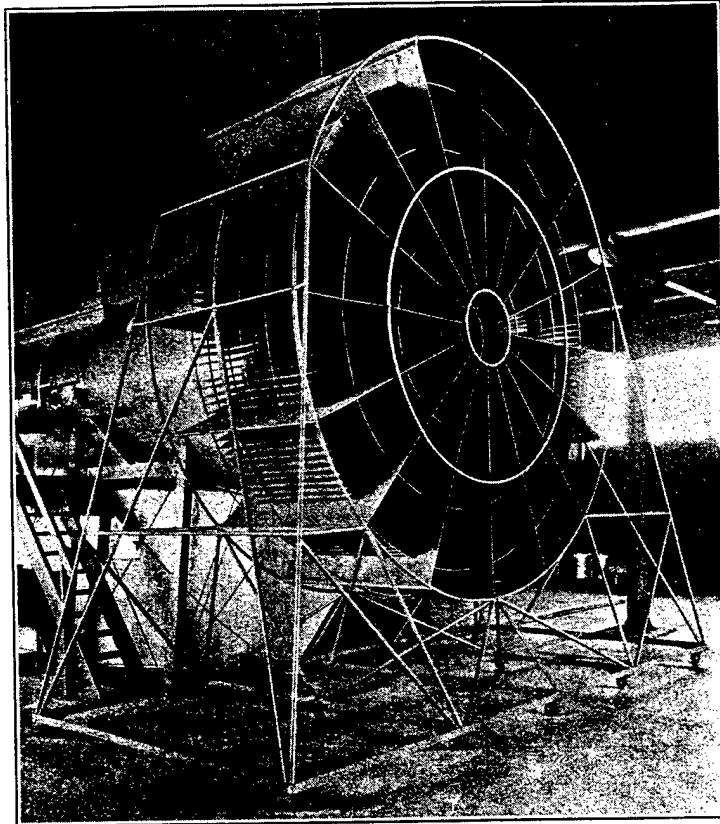


FIGURE 4

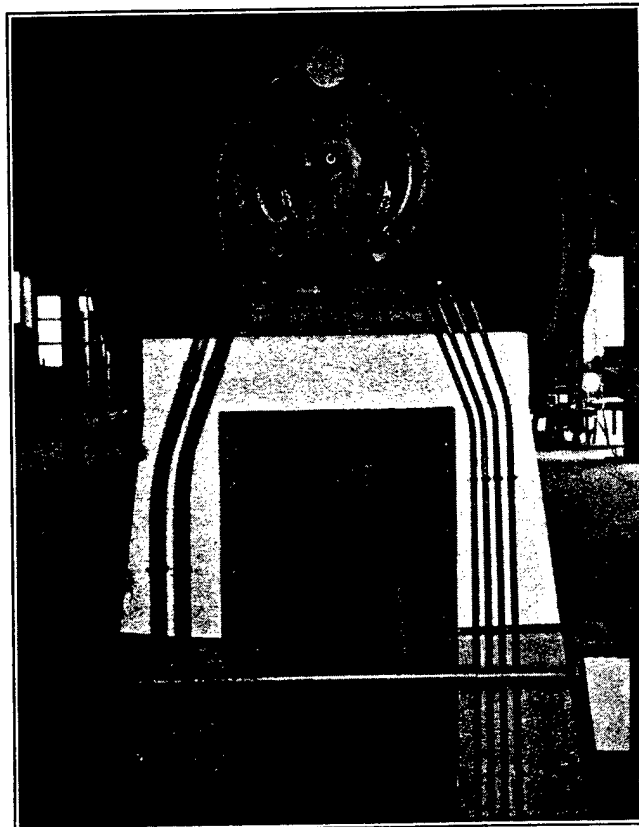


FIGURE 5

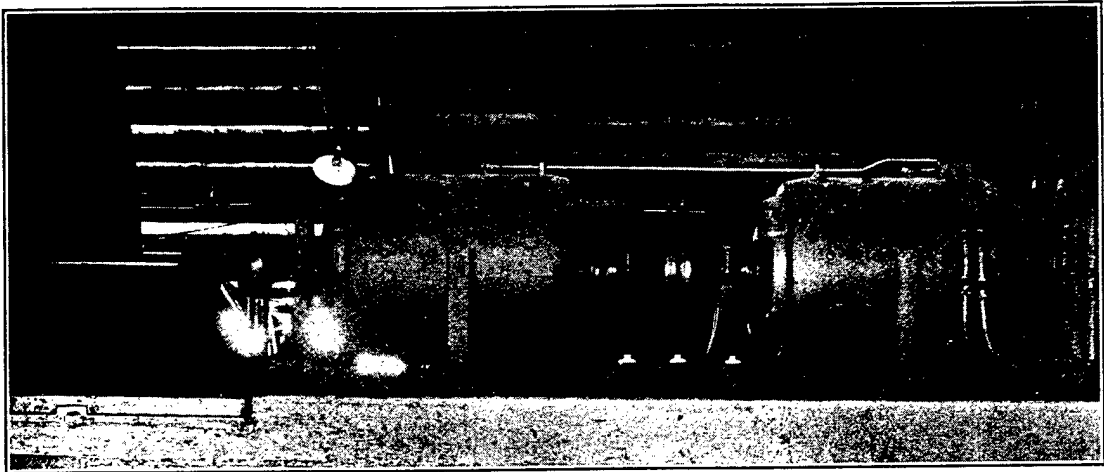


FIGURE 6

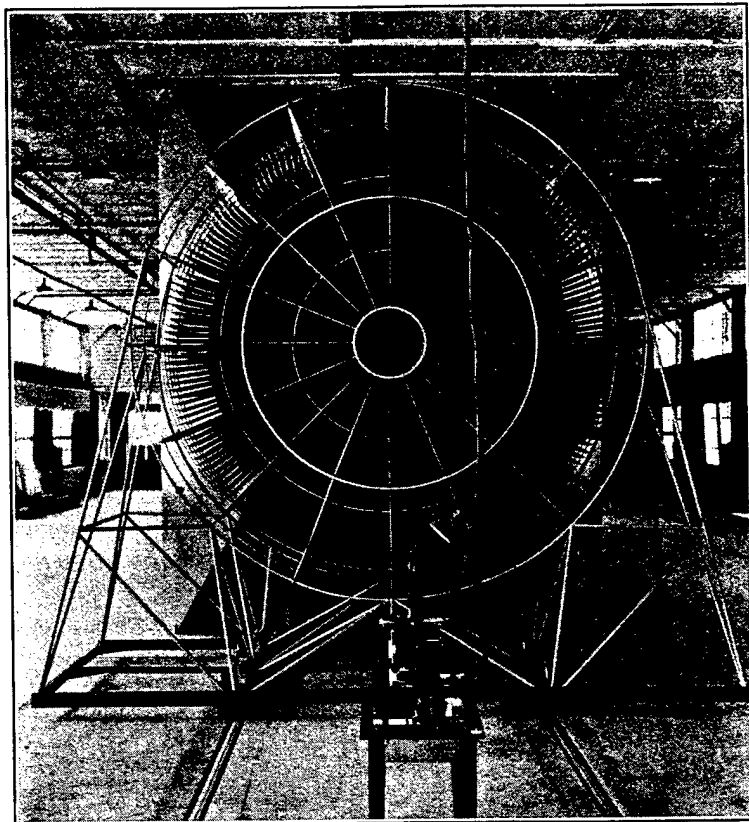


FIGURE 7

FIGURE 9

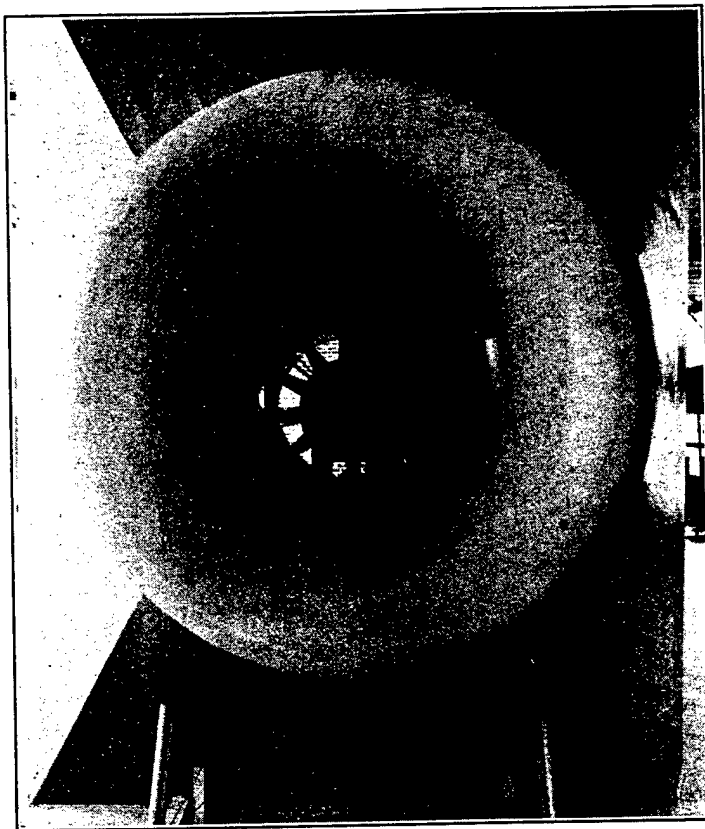
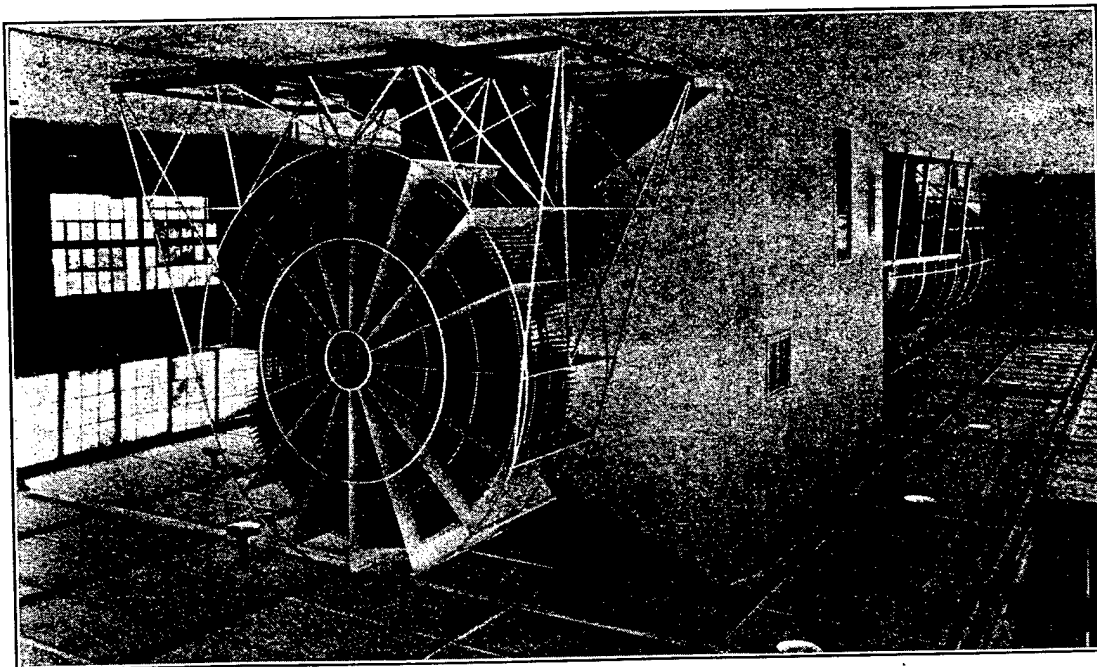


FIGURE 8



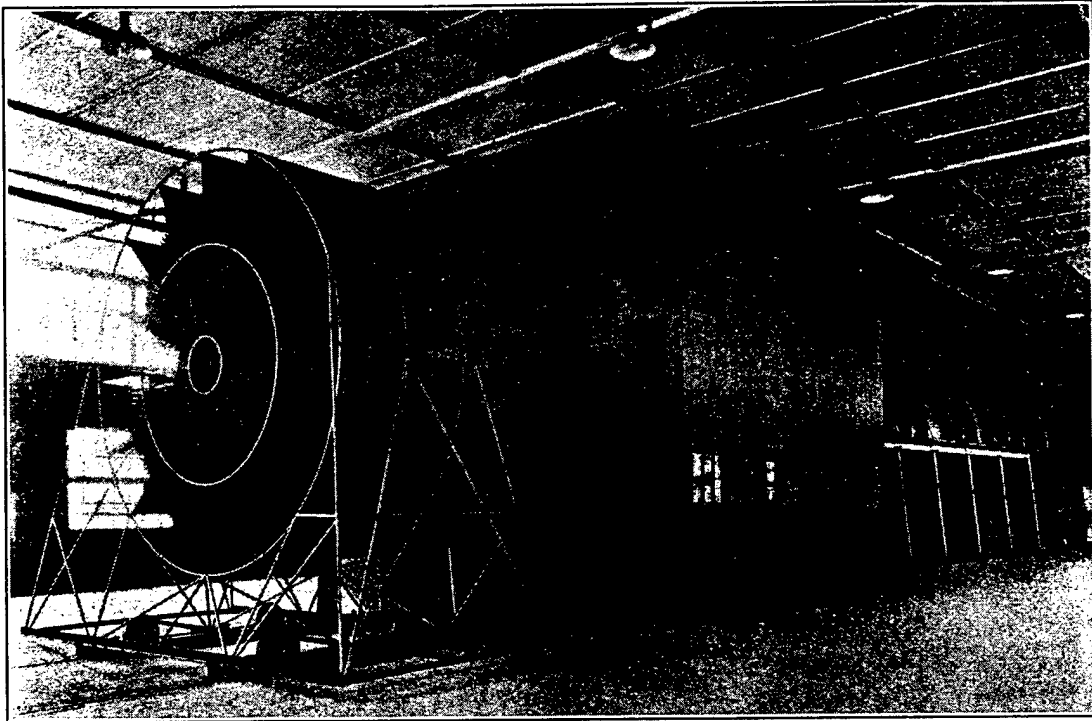


FIGURE 10

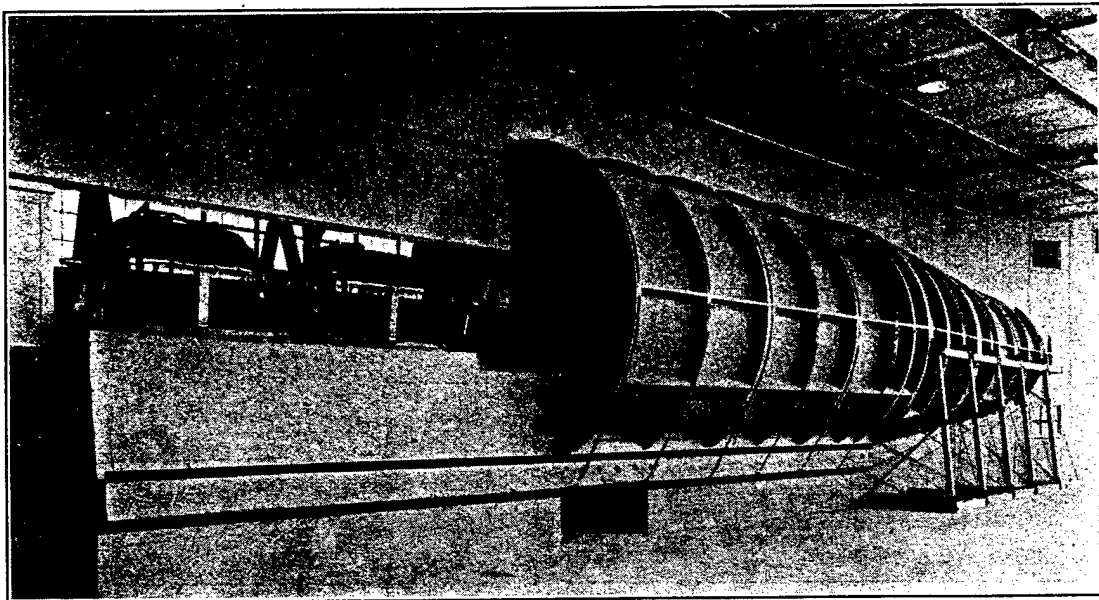


FIGURE 11

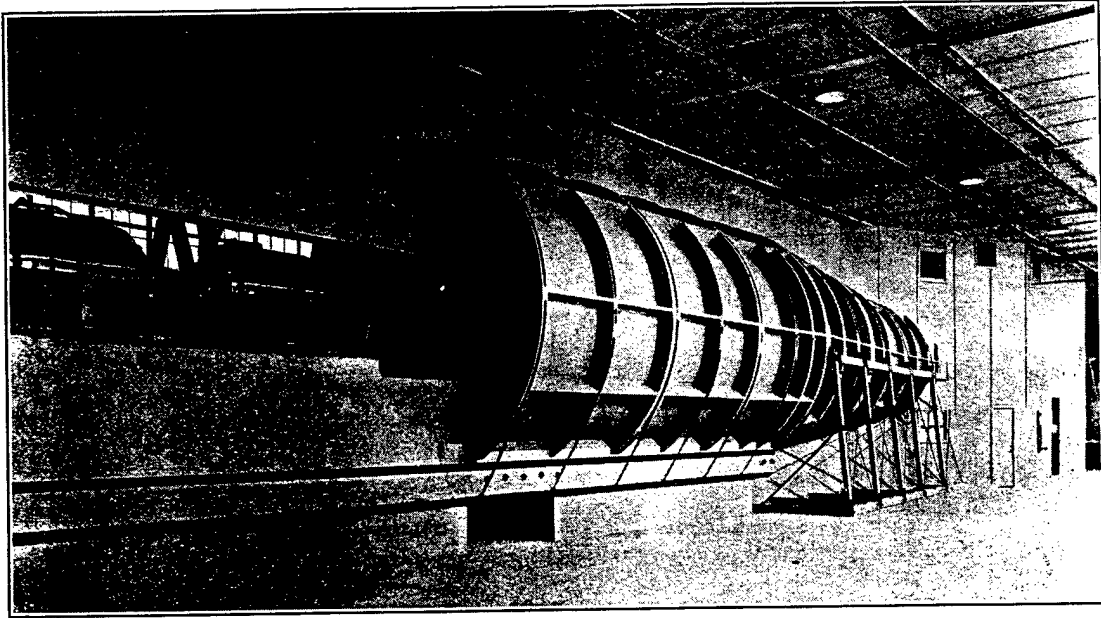


FIGURE 12

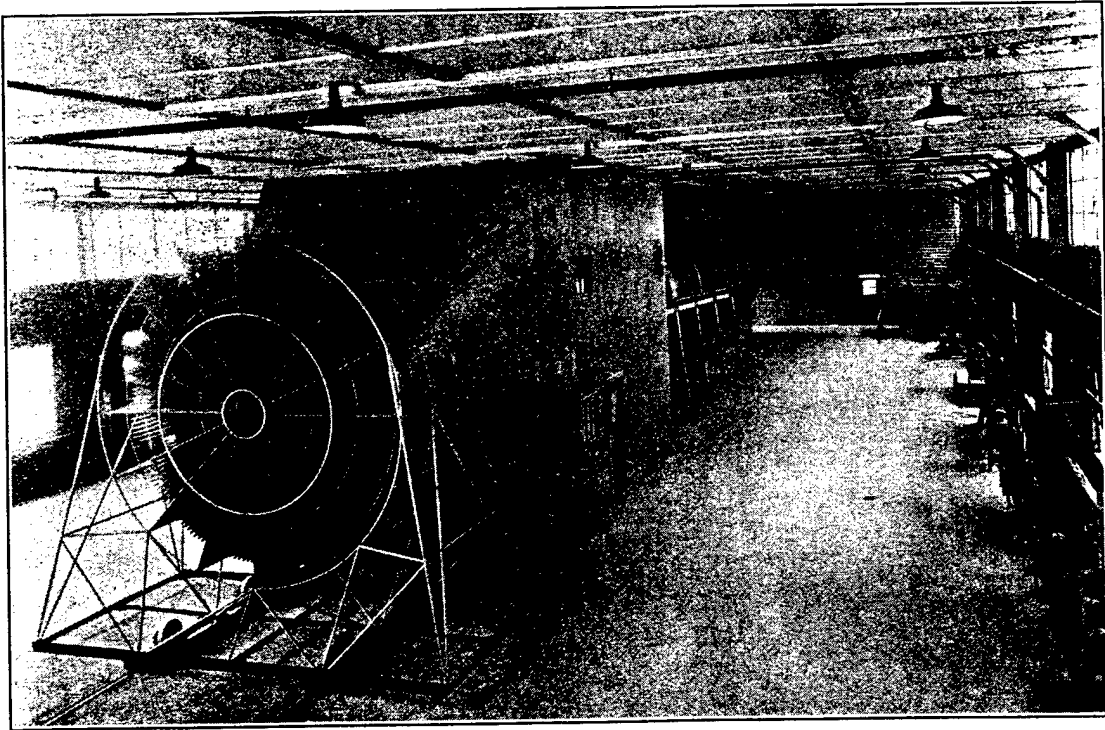


FIGURE 13

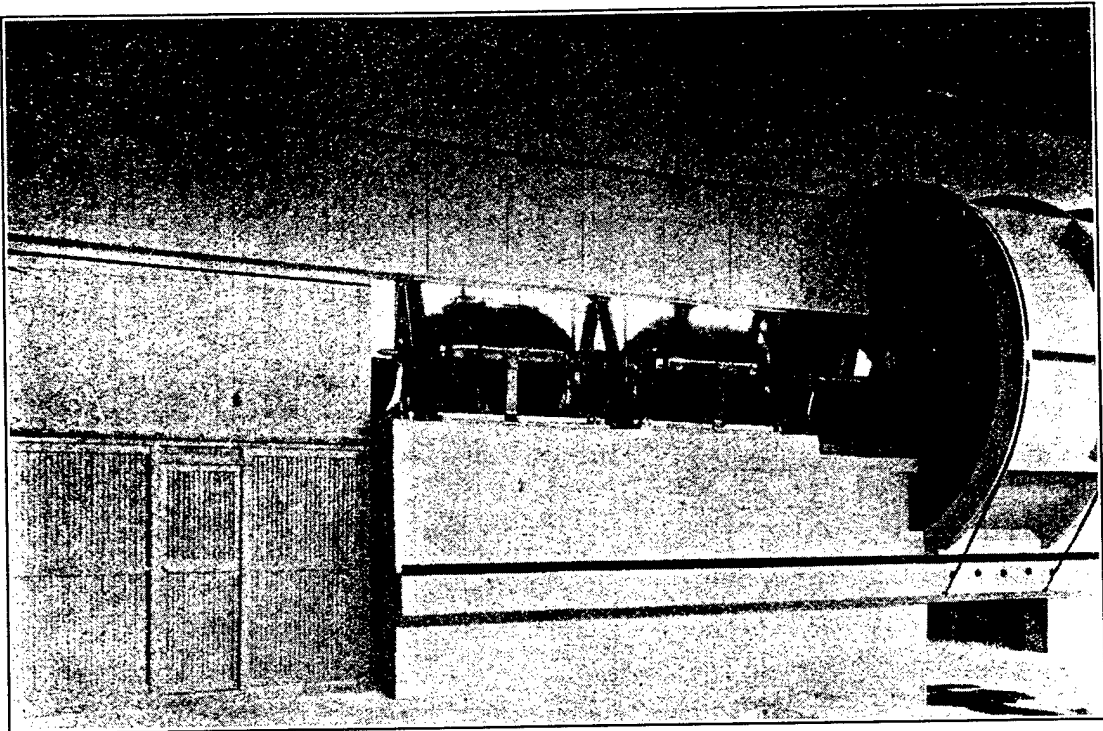


FIGURE 14

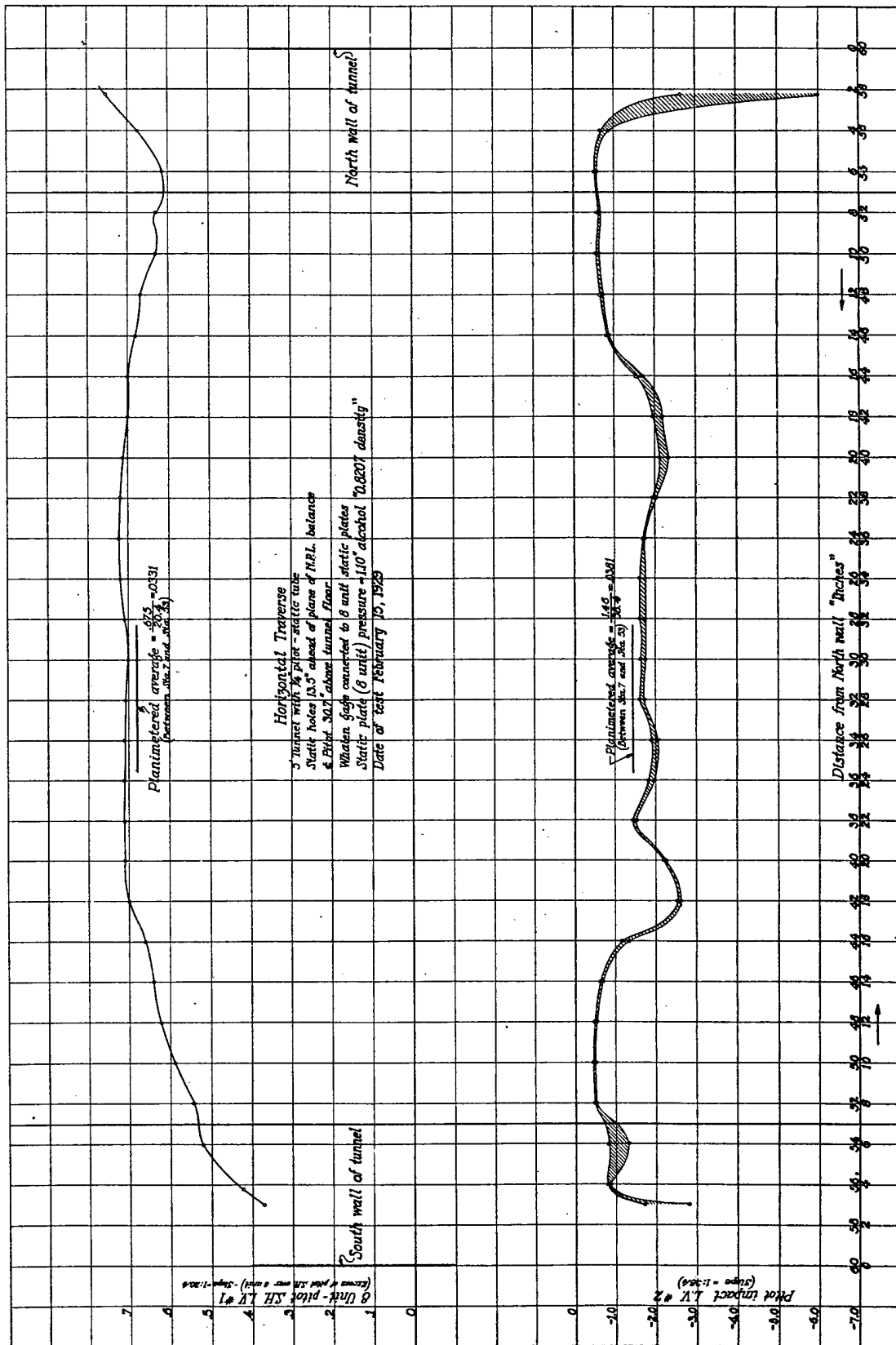


FIGURE 15

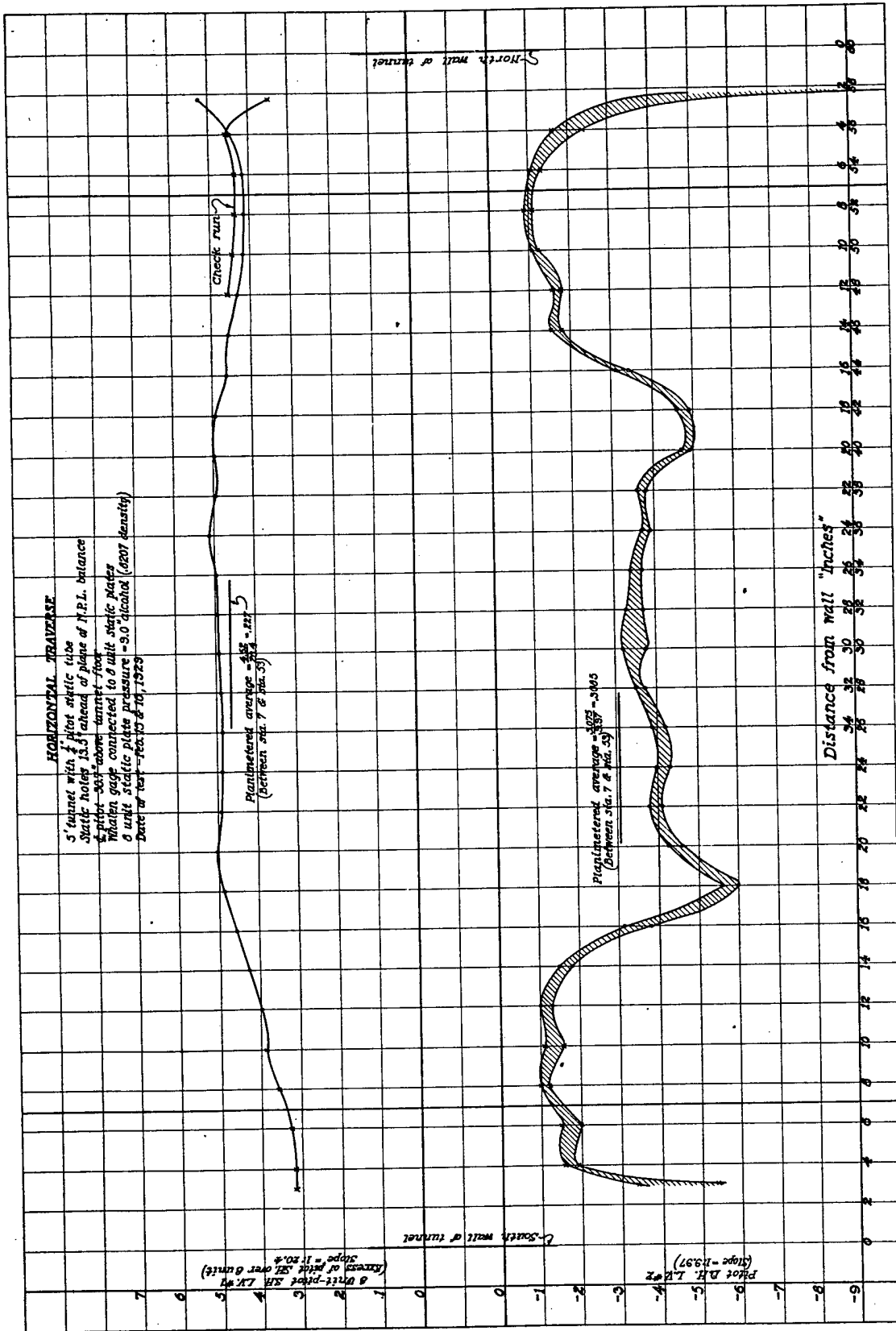


FIGURE 16

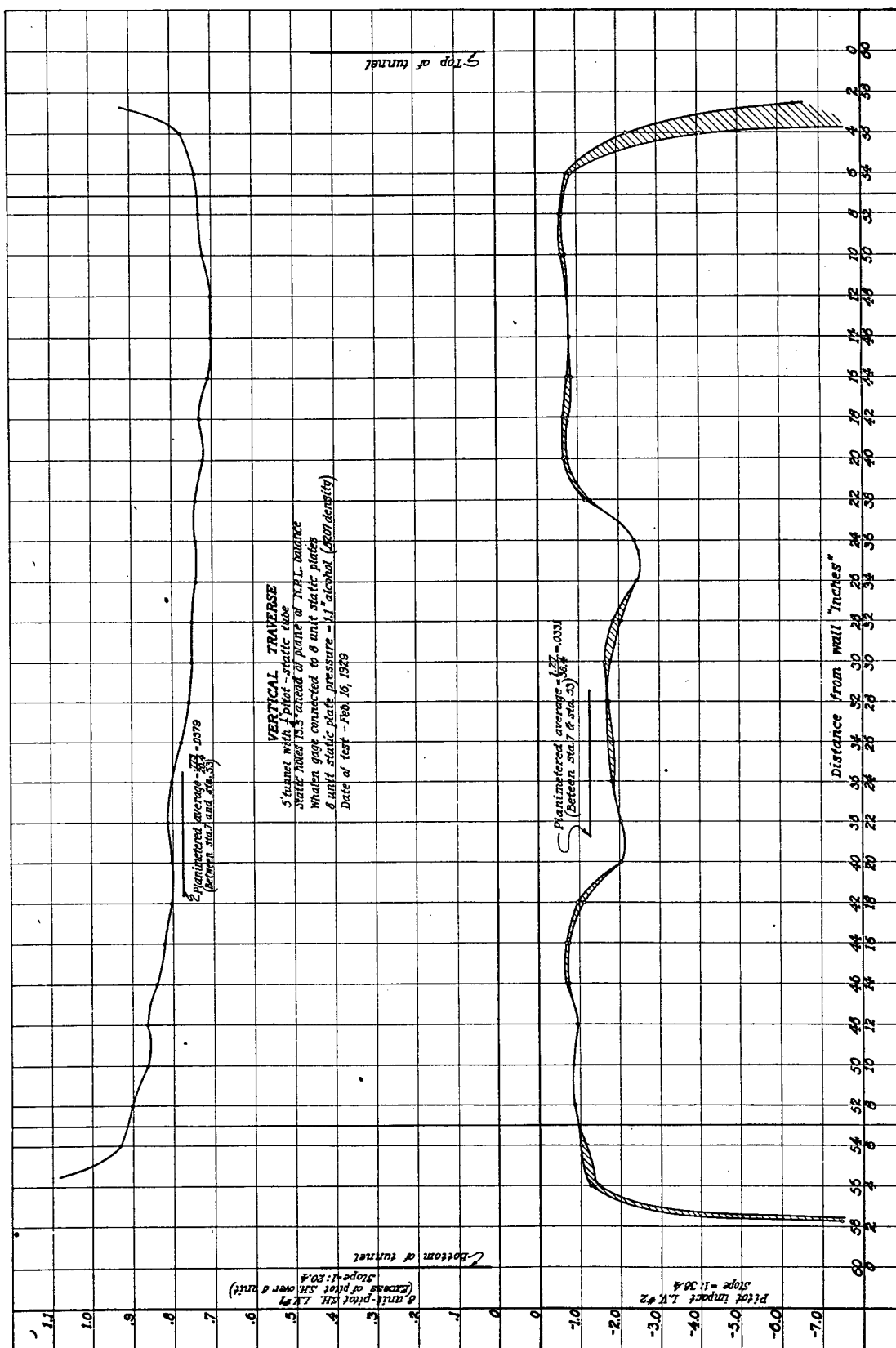


FIGURE 17

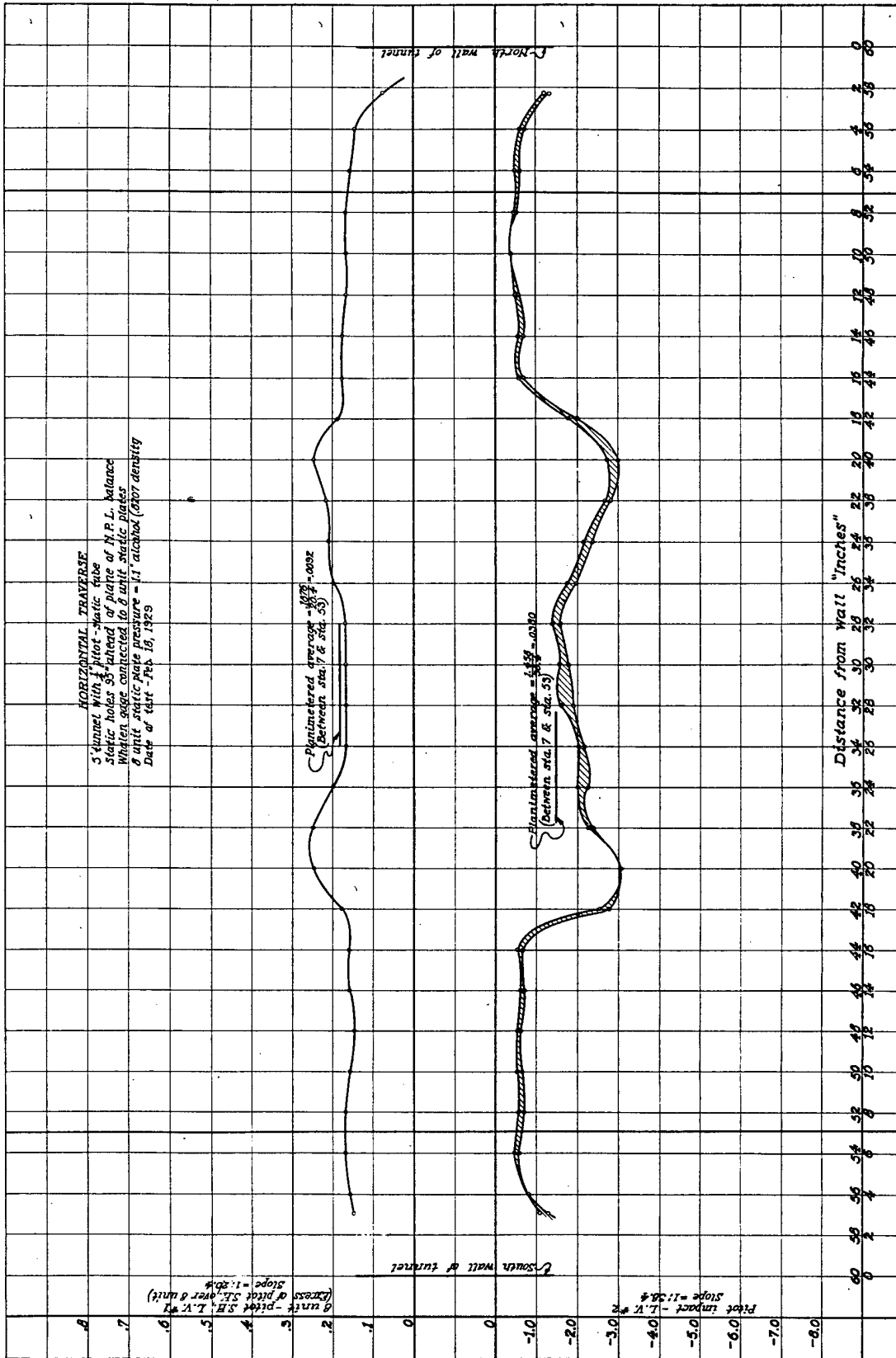


FIGURE 19

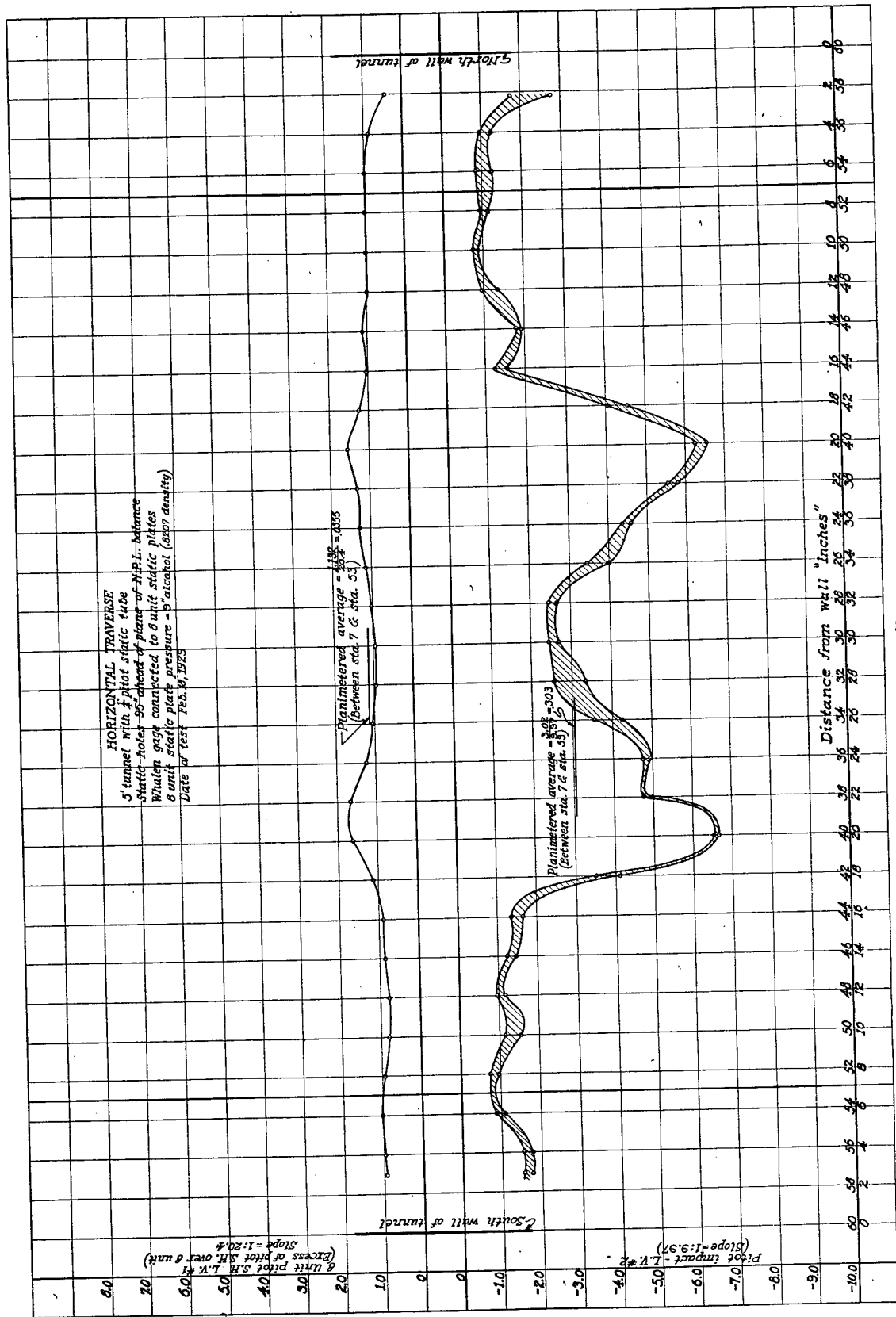


FIGURE 20

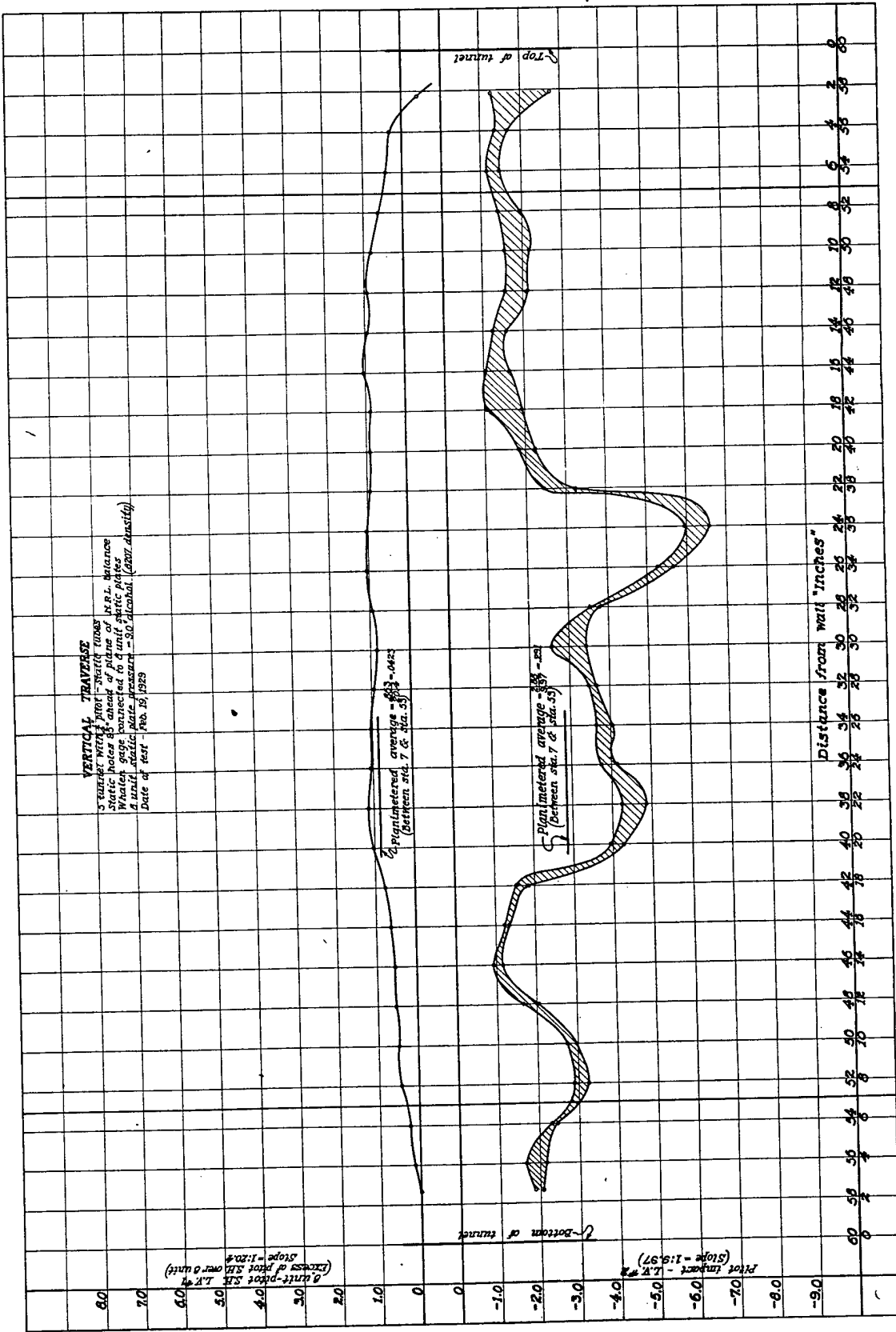


FIGURE 21

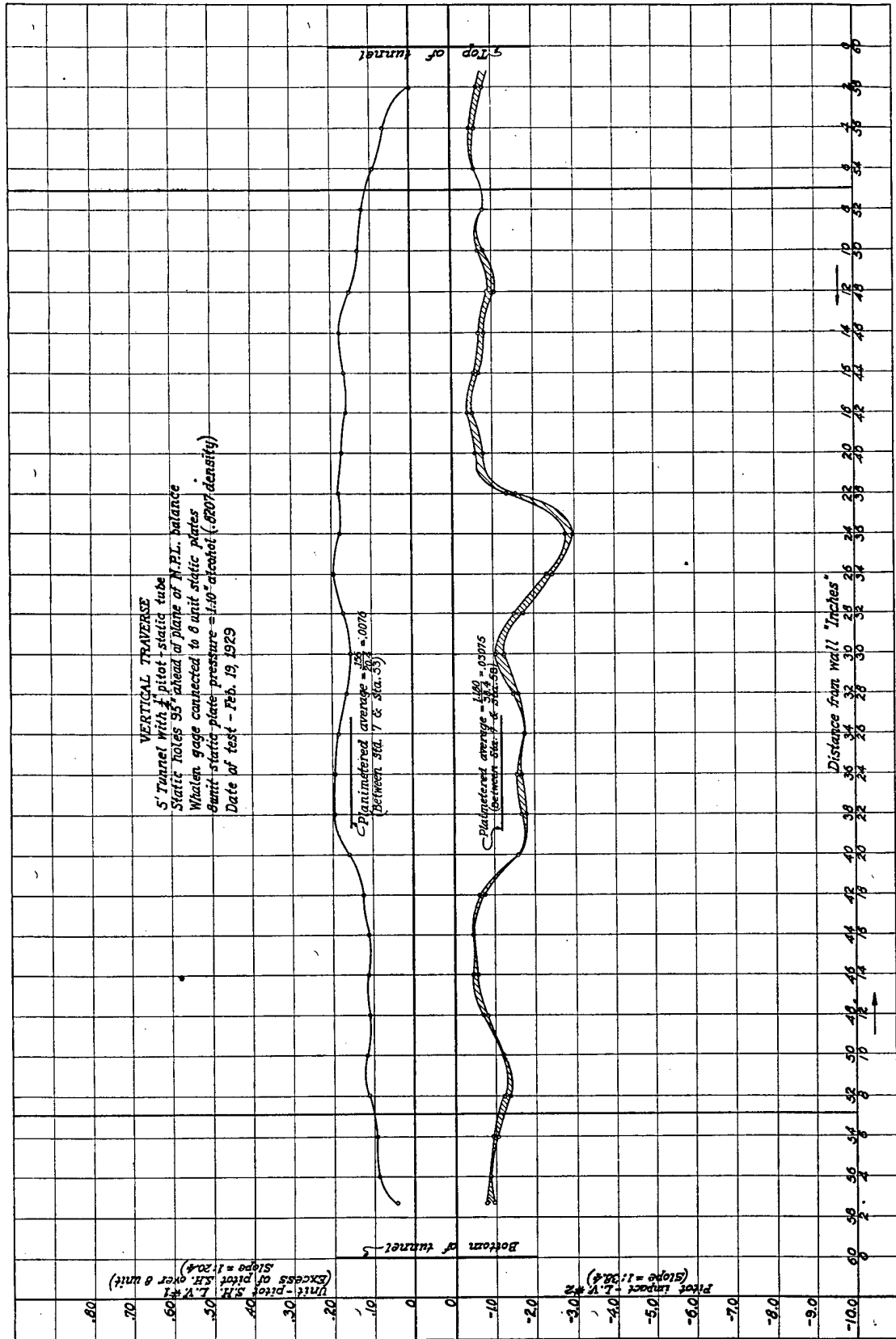


FIGURE 22